

THE HONGKONG FIRE INSURANCE CO., LTD.

The thirty-seventh ordinary general meeting of this Company was held at the office of the general manager, Kings Buildings, at noon yesterday. Hon. Mr. C. W. Dickson, president, and there were also present—Sir Paul Chater, C.M.G., Messrs. H. P. White, F. Maitland (consulting engineer), G. T. Vitch (secretary), C. N. Young, J. J. Letrick, S. H. Michael, Ho Chiu-shin, E. J. Moses, W. H. Wickham, Ho Fook, Wong Leung-him and Captain W. E. Clarke.

The notice convening the meeting having been read,

The CHAIRMAN said:—Gentlemen,—The report and accounts having been in your hands for some days, with your permission we will take them as read. Until within a few days of the closing of the account we had hoped to show a very much better result for 1905, but unfortunately by the occurrence of a serious fire in Ceylon, the result of the account is completely changed and the amount available for distribution amongst shareholders is reduced. You will have observed that the balance sheet of the Japanese Government deposit stands in the balance sheet at \$111,200 against \$122,474.59 in the previous year. It was recommended by the auditors that these bonds should be written down to their realisable value at par of exchange, and this has been done, the difference being debited to exchange account. I am able to report that all mortgages show ample margin against the sums advanced. As regards the 1905 account, the balance shown at credit is the largest in the history of the Company, and if only outstanding risks continue to run off with no more than an average of losses, we should have a satisfactory account to present to you twelve months hence. There is nothing further, it occurs to me, to add with reference to the accounts, but I shall be happy to reply to any questions appertaining to same which any shareholder may wish to ask.

No questions were asked, and the CHAIRMAN proposed that the report and accounts be presented for adoption and passed.

Captain CLARKE seconded, and the proposition was agreed to unanimously.

The CHAIRMAN moved, and Mr. LEITCH seconded, that Sir Paul Chater and Messrs. White, Maitland and Raymond be re-elected to serve on the consulting committee. Carried.

Messrs. W. H. Potts and T. Arnold were re-elected auditors, on the motion of the CHAIRMAN, seconded by Mr. MOSES.

The CHAIRMAN said: That is all the business, gentlemen. Dividend warrants will be ready at ten o'clock to-morrow. I thank you for your attendance.

Mr. WICKHAM—Before we part I should like to propose a vote of thanks to the general manager and the staff for the way in which they have carried on the business of the company not only for this but in previous years. I understand the secretary is shortly leaving us for home, and I am sure I am only voicing the good wishes of the shareholders in proposing a vote of thanks to him for his able services during the years he has been connected with the Company, and wishing him a happy and prosperous time in his retirement (applause).

The CHAIRMAN—I am glad to have the opportunity of endorsing the appreciative remarks which have fallen from Mr. Wickham as regards the services of Mr. Vitch, who we regret is leaving us after a very long connection with the Company.

Mr. VITCH—Gentlemen, I am very much obliged for the kind words spoken in appreciation of my services. You have my best wishes, and I trust the Company will have many, many years of prosperity.

GREEN ISLAND CEMENT CO.

An extraordinary general meeting of this Company was held at the office in St. George's Building yesterday morning. The Hon. Mr. R. Sheehan occupied the chair, and there were present—Messrs. A. Babinoton, A. G. Somerville, T. Hough, P. C. Potts, E. J. Moses, Captain Clarke, G. Murray Bain, with the secretary, Mr. R. Henderson.

The special business was to pass the special resolution which was read by the Secretary as follows:—

"That the capital of the Company be increased to \$2,000,000 by the creation and issue of 50,000 new shares of \$10 each fully paid up to be offered at par and if accepted to be allotted to the persons constituting the shareholders of the Company according to the Company's register of shareholders on the first day of July, 1906, in the proportion of one new share for every three old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares to be paid on the 31st day of July, 1906, and that failing such allotment as aforesaid the said new shares be disposed of by the general manager in accordance with the Company's articles of association."

The CHAIRMAN—I propose that.

Mr. HUGHES—I second it. Comment is absolutely unnecessary.

The motion was agreed to.

The CHAIRMAN—The next meeting for the confirmation of the resolution will be held on 24th March. We have to keep an interval of fourteen days by law.

This is the business.

M. A. K. Doo, representing the well-known Calcutta firm of "Doo & Co., Ltd.", whose Calcutta, Indian, and Chinese goods, pickles, jellies and condiments are widely and favourably known, especially by Anglo-Indians, is now in Hongkong and has sent us a sample box of the firm's manufactures. Their excellence is sufficiently attested by a fact that no fewer than thirteen gold and silver medals have been awarded to the firm. As medals have been awarded the firm's brands are obtainable on the principal local stores and they need by to be better known beyond India to ensure a larger demand.

REVIEWS.

Who's Who for 1906 is bigger and more valuable than its predecessors. Now and interesting additions are made this year to many of the biographies and a number of other details have been introduced which increase the usefulness of the book. Its accuracy is maintained, and the best testimonial to the production is the fact that it has become almost indispensable. The publishers, Messrs. A. and C. Black, of 55, Abchurch Lane, London, are to be congratulated on their work.

The *Daily Mail Year Book* makes its sixth appearance. It is described as "a handbook to all the questions of the day for 1906." Useful information is given on a variety of topics, and as a book of reference will doubtless be found acceptable to a large number of those interested in home and foreign politics.

The claim that *Whitaker's Almanack* is "the best, the most complete, the cheapest, and the most useful" Almanack in existence is undoubtedly a bold one, but a perusal of the issue for 1906 certainly tends to give some support to the statement. A vast amount of information is given in a very concise form, and the volume has the merit of being carefully revised.

The February number of the *Nautical Magazine* has come to hand. It has much to interest officers of the mercantile service, R. N. Reserve and yachtsmen, both of a technical and discursive nature. Amongst its more serious articles are "Steamer and the Fleet Policy," "Shipping in Macao," "The Premium 'Apprentice Indentures,'" while in lighter and attractive vein are such contributions as "Launching Ceremony and Customs," "The Story of the Flag," and "Sea Terms in Common Use," besides personal notes and other items of interest to all afloat. The publishers are Messrs. James Brown and Son, Pollockshields, Glasgow.

The *Cosmopolitan* bids fair to realise the expectations which were formed when its unorthodox and original pages were first placed under our eyes. The sixth number preserves the same bright and keen characteristics of the earlier issues and at the same time introduces articles which will cause reflection in commercial circles, such for instance as that on "Public Companies." The illustrations are still an attractive feature of the publication, the snapshots and sketches being decidedly good. Hongkong people will read with interest "Letters from America." The writer, in gossip style, talks about her pleasant time here, and reproduces some good snapshots, one of which, however, seems to require explanation. She would have us believe that she took a photo from a Fong's studio, but as it includes a view of the front of the premises, the inference is that the photographer must have been on the other side of the road. It is perhaps negligent to call a lady in question, but when the fair writer exposes herself to suspicion she has only herself to blame. Under the title of "Towards the Centre of the Earth," a trip to Chinwangtao is described, the snapshots introduced having a portrait of Major Nathan (brother of H. E. the Governor).

ENCOURAGING COMMERCE IN THE PHILIPPINES.

Since the civil government took the place of the military regime four and a half years ago, the Manila *Bulletin* says, it has been the intention of that government, representing the American people, to foster the trade of the Islands and develop Philippine production. Much has been planned and written and said, and a few things have been done, but so far "Faith, Hope and Charity" have been our only receipts.

In order to get definite results, we need to take definite measures, and actually do something besides talk. So long as Government officials indulge in dreams of future greatness rather than foster the trade that now exists we will have hard times.

What we mean is this. The present tariff regulations are probably fairly satisfactory. At least the officials in charge of their administration can not make or change the law in the case. They do however, in some cases, have considerable leeway in interpretation, and frequently the personal disposition of the official determines the rate imposed.

In many cases it is not highly important which way an article is classified. The luxuries and recreations of life may be charged at a little higher rate without serious injury. It is the custom of all civilized countries to place a large internal revenue upon liquor and tobacco, and the tariff on imported goods is not so high as it may be. In some cases it does not even cripple the country, if the rate on clothing and some food stuffs is increased.

The development of production in the Islands is the beginning of prosperity and progress. If we can not get new ways of ploughing and threshing and shipping and marketing all the bananas and pineapples and wine dippers in the next century will not rescue the archipelago from bankruptcy.

Agricultural machinery of all sorts should be admitted free of all duty. This means an act of congress and our hopes are not high for immediate relief. There is, however, room for a certain discretion in the classification of such machinery, and the importers ought to have the benefit of every doubt. There is little use of learned talk so long as the men in charge of this thing continue to fix the rate at the highest possible notch and then insist on the case being referred to a court of arbitration. Meantime, the importers' good money is tied up without interest, and he has no redress.

To an importer who has sold a lot of machinery expecting to get it through at 15 per cent, it makes a difference if, by some juggling of the rules, the rate is increased to 25 per cent, after the goods arrive in port. This is "no importa" to the official, the world over it is recognized that customs officials are the narrowest and most technical set of men to be found.

The situation is serious, and demands immediate relief. If there is authority anywhere to compel a more liberal construction of the regulations, it should be invoked and relief afforded. If we are going to develop the Islands, we had better begin with some of the big fundamental links in the system, and let the lesser matters stand over for a time if need be.

SHIPPING NOTES.

A shipping strike occurred last month at Trieste and extended to Fiume, where seven thousand men were idle and the ships closed. The strike at Fiume, however, was of brief duration, being promptly settled by employers granting the men's demands.

As proof of the developments of the German shipbuilding industry it is pointed out that the present Kaiserliche Marine (the Imperial German Navy) is the largest in the world. The company's board, the aggregate tonnage of the company's vessels amounted to 106,000 tons, of which 70 per cent. were built at British shipyards. At present the aggregate tonnage of the North German Lloyd has risen to 673,557 registered tons, of which 80 per cent. were built at German shipyards. The aggregate power of the company's fleet amounts to 518,435 horse power, of which 83 per cent. have been rated from the engineships of German shipyards.

While the Russian steamer *Jupiter*, which arrived from Odessa, was being berthed at Raffles Wharf, Singapore, recently a collision occurred between her and the German mail steamer *Bayern*, which was lying at section eight. The *Jupiter* was being taken into her berth stern of the *Bayern* by Pilot Storell, when she did not go astern at a critical moment though the pilot gave the order to put the engines astern. The *Jupiter* swung against the mail steamer and her port anchor tore away the starboard anchor and ten feet of the hull was damaged. The collision was a serious one, and the *Jupiter* was eventually safely berthed. The *Jupiter*, which is bound for Vladivostok with a general cargo, only called at Singapore for provisions and 500 tons of coal. It will be remembered she was one of the vessels which accompanied the ill-fated Baltic armada.

Last week, says the *Japan Chronicle* of the 27th ult., the western department of the Japan Steamship Owners' Association held meetings in Osaka and considered a proposal to incorporate themselves into one company. The proposal was unanimously supported, and the members present represented about 80,000 tons. This will total 130,000 tons when the steamers owned by the members of the eastern department of the Association are added. A committee has been appointed to attend to the flotation of the company, the whole of the Association having agreed to the incorporation. It is stated that some of the owners are not in a position to be content with receiving shares in the new company. They are in want of cash, and how money will be raised for such requirements will be determined afterwards, whether by foreign loan or by preferential shares.

The Nippon Yusen Kaisha Company has decided to entrust its business to the management of the Nippon Yusen Kaisha, and steps are now being taken to that end. The company was promoted a few years ago, with a capital of ¥1,500,000, to run steamers on the Yangtze, an annual subsidy equal to 6 per cent. of the amount of the paid-up capital being guaranteed by the Government of the Republic of China. The business of the company has been pushed forward according to the original plan, but, as is usual with business at the commencement, the returns of the company are still small, and the subsidy granted by the Government is also small, as not more than ¥100,000 of the capital is paid-up. The company has, therefore, been involved in a somewhat trying position. Another steamer ordered by the company is expected to be completed shortly, which will still further increase the expenditure, without immediately giving a corresponding additional revenue. The company has now decided to entrust its business to the Nippon Yusen Kaisha, receiving a certain fixed amount to maintain a dividend of 6 per cent. per annum, thus preventing shareholders from losing their money.

The Acting British Consul at Manila, we learn from one of our contemporaries in that city, has taken steps to reduce desertions from British vessels arriving at Manila, and in a circular letter issued to local seaborning firms and shippers, attention is called to an act passed by the Philippine commission providing for the arrest of deserters from foreign vessels in those islands. It is urged that masters of all British vessels due to arrive at Manila be informed that it is their duty to notify the office of the British Consul of any desertions at the port in order that an application for arrest may be issued. Vessel masters should give particulars of any such deserters' appearance, specifying his age, nationality, height, and appearance, and forward the official log book with entry of such desertion. It is further stated that should any vessel flying British colours leave this port without the master making an application for the arrest of any men that may be missing before her departure, he will be reported to the Board of Trade.

The Berlin newspapers publish a telegram from Hamburg stating that the Peninsular and Oriental Steam Navigation Company will institute a fortnightly service, to begin in February, between Hamburg and India, at considerably reduced rates. This is regarded by the press as the first move in a rate war between the P. and O. and the H. and O. One of the directors of the P. and O. is stated to have been in Hamburg lately making the same arrangements for the new service, which is intended to drive the H. and O. off the Antwerp-India route. German shipping circles are most keenly interested in the fact, as the Hamburg-Amerika and Norddeutscher Lloyd lines both have a pooling arrangement in connection with the H. and O. They have, therefore, a strong interest in preventing its defeat at the hands of the P. and O. on the Indian service. There are also a number of tramp steamers on the Germany-India line which will, it is feared, be compelled by the rate-cutting which the struggle will bring about to ply between other ports, where their presence might mean serious competition with the great German shipping companies. It is thought that there is little likelihood of co-operation among Hamburg trading firms in expelling the P. and O., as they naturally export to India by the cheapest route, and have also nothing to lose and everything to gain by a reduction in the East Indian rates.

A contemporary states that in consequence of the Anglo-Japanese Alliance, Great Britain has decided to ascertain the time necessary to send troops from home to the Queen Charlotte Islands (British Columbia). For the test the Canadian Pacific Railway will be called upon to transport 10,000 marines and sailors with their equipment from England to Vancouver, and thence to Queen Charlotte Islands. The experiment, which involves chartering vessels and running 20 trains across the continent, will take place about March. The Admiralty is keeping the details secret.

THE SEYCHELLES.

Mr. J. Stanley Gardiner contributes to a scientific contemporary some interesting notes on that group of islands in the Indian Ocean known as the Seychelles. The double coconut, or "coco de mer," was long known as a waif of the sea before its home was found to be in the Seychelles Archipelago. It was thought to be the fruit of a submarine palm, and for some curious reason was selected as an antidote to poison, commanding a high price as such. It was frequently cut up on the Maldiva Islands and other coasts, and it is a remarkable fact that, although thus freely carried about by the waves, it has never succeeded in establishing itself on new lands.

The palm tree (*Lodoicea Seychellarum*) which bears the double coconut seems to be confined to one island of the group, namely, Praslin. Mr. Gardiner speaks of the tree as the finest of the species growing on the islands. An examination of some 300 of these double nuts showed that there were two forms of quite different structure growing on the same tree in about equal numbers. Such a state of things is probably unique.

Unlike other oceanic islands, which are probably without exception of either volcanic or coral origin, the Seychelles consist of masses of granite resting on a submarine bank and fringed with masses and reefs of coral. The fact that the islands consist of masses of solid granite resembling those of Madagascar rather than the idea that they are remains of a submerged land mass. The evidence collected by Mr. Gardiner and his companion, however, points rather to elevation than subsidence. The masses of coral were found adhering to the granite at heights of from 15 to 20 ft. above the low tide level. In other parts there is evidence of a more ancient elevation of 200 ft.

The deep canons cut by the mountain peaks in the granite hills point to a considerable antiquity for the land. On the whole, Mr. Gardiner is inclined to question the view of the German connection of these islands with any great land mass.

Another interesting fact brought out by the above investigations is the importance of the growth of these clear-cut sea-weeds known as millipores, in the formation of true coral reefs. Where these do not occur, though there may be luxuriant coral growth, no true reefs are found. In some parts there is a mere spread of coral over the granite.

Together with the Maldiva Islands, the Chagos Archipelago, and the Saya de Malha Banks, the Seychelles form a sort of connecting link between Madagascar and India. It is thought by many that these islands and unbroken banks indicate a former land connection between Africa and India. This suggestion is strengthened by the distribution of that peculiar family of monkeys, the Lemurs, which, having their headquarters in Madagascar, are found also in India and Africa. The supposed ancient Indo-African continent is for this reason sometimes spoken of as Lemuria.

Again, it has been thought by some students of bird migration that the lines of flight followed by many species in passing between their summer and winter quarters lie along ancient land connections. And evidence of this sort is not wanting for the land bridge between Madagascar and India. The orange-legged hobby (*Falco amurensis*) breeds in Siberia, Mongolia, and North China, and spends the winter in India and South-East Africa.

The Seychelles, Africa, are supposed to go by the Maldiva Islands, the Chagos Archipelago, and the Saya de Malha Banks in other words, by the line of elevation in the ocean of which the Seychelles form a part. The ancients of the bird are supposed to have come over by the old land connection, and as this was gradually submerged their descendants continued to follow the same line.

THE DEVELOPMENT OF MANCHURIA.

A JAPANESE INVESTIGATION COMMISSION. The Japanese Government has organised, says the *Jiji*, what is called the Manchuria Investigation Commission. General Kojima is at the head of the Commission, the other members consisting of the Vice-Ministers and bureau chiefs of various departments. The Commission has already held two meetings at which ways and means of the proposed investigations in Manchuria were discussed, but it will be some time before the plans of the Commission will be actually carried out. Apart from the Government work, it is important for those who are interested in Manchuria that full inquiries as to the natural resources, etc., of the country should be undertaken with as little delay as possible. That Manchuria abounds in natural wealth is generally admitted. Commencing with the regions watered by the Sungari, known as the granary of Manchuria, the extent of fertile land adapted for agriculture is said to comprise half the entire province, and of this only 20 per cent. is now under cultivation. The mineral deposits include coal, gold, silver, iron, lead, etc., while immense industries are expected to be developed in timber-felling and cattle-raising. So far, however, investigation in these matters has been rather limited, and of a somewhat superficial character; such as are manifestly inadequate for the promotion of commercial enterprise. For this reason, the exploration of Manchuria by experts should be carried out at the earliest possible moment.

Now that the whole of Manchuria has been thrown open to foreigners, and no fewer than sixteen cities and towns have been opened to trade, there is no doubt, continues the *Jiji*, that people of all nationalities will gradually be attracted to Manchuria. It would be a great pity if the Japanese were to neglect to turn to good account that which they have obtained as the result of so costly a war, while benefitting other people. It is, however, essential that careful and exhaustive investigations should precede the opening of any enterprise, and for this purpose it is desirable that an expedition, consisting of practical men, should be organised. The exploration of Manchuria, when accomplished, would not only provide commercial men with valuable data, but the researches are likely to prove of much value to science. The country, 300,000 square miles in extent, comparatively unexplored by the hand of man for many centuries, is doubtless full of tremendous possibilities, both from an industrial and scientific point of view. The cost of the expedition should be subscribed for by merchants, manufacturers, and other wealthy people. Since the undertaking is for public benefit, concludes the *Jiji*, the Government should also contribute to the fund, and official experts may be included in the expedition with advantage. —*Japan Chronicle*.

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FRENCH OPINION ON THE NAVAL WAR IN THE FAR EAST.

The Naval correspondent of the *Daily Graphic* writes:—Though, so far as the writer is aware, the British Navy has as yet produced no work dealing with the naval struggle in the Far East, both in France and in Germany, treatises on that conflict by naval officers are making their appearance, with is indicative of the interest felt by foreign Navies in naval history. One of the best of these books is Captain Daveluy's "L'Empire de la Mer," which is at once sane and well-informed. The French author criticises Admiral Rozhdestvensky most severely. First and foremost, Captain Daveluy asks why he did not attempt, with his fast cruisers, to ascertain the enemy's whereabouts before entering the Korean Straits. Secondly, he wants to know why the Russian Admiral adopted such an incomprehensible formation when about to meet the Japanese Fleet; why he permitted the weak and small Japanese cruisers to steam about his fleet some hours before the battle began. Fourthly, the French officer wants to know how it was that the Russian Admiral did not drop his convoy, giving it a rendezvous, when the Japanese appeared upon the scene. During the battle, he continues, "the conduct of the Russian was utterly incompetent. They adopted an exclusively passive attitude, and never abandoned that attitude. The summit of their ambition seemed to be to escape from a disagreeable position."

Continuing, he shows that Admiral Rozhdestvensky faithfully reproduced and repeated all the calculations of the Port Arthur Fleet. "Notwithstanding the teaching of experience, he displayed the same absence of all effort to ascertain the enemy's position, the same inertia, the same wish to avoid fighting and to steam past the enemy, while his cruisers manoeuvred in the same fashion as those of the Port Arthur Fleet, running away at nightfall, and his torpedo craft manifested the same utter ignorance of their proper function." He points out that of a single act of energy or initiative on the part of the Russian captain is recorded, and reaches the conclusion that the Russian Navy failed because its whole training is wrong, because it has been taught to accept faulty principles, which, applied in war, led inevitably to disaster. On the Japanese side the French captain notes that the Japanese Fleet profited by its mistakes. It had wasted its ammunition in long-range firing on August 10th; at Tsushima it closed to short range and fired slowly. On August 10th it failed to pursue. At Tsushima it pursued with an energy which has never been paralleled. It can strongly recommend this excellent book to the notice of British officers.

THE WITHDRAWAL OF TROOPS FROM MANCHURIA.

The withdrawal of the Japanese Army from Manchuria is going on apace. A veteran contemporary observer that headquarters of all army corps have already returned, and the last of the headquarters of army divisions is expected to leave Tain-ni by the middle of April. The prompt action of the Japanese army in the withdrawal has fully demonstrated the perfect order and discipline prevailing. On the other hand, the movement of the Russian army is very slow. So far no more than four army corps have left Manchuria, and even then they have only quitted the soil of Manchuria. More than half these forces are still remaining in the seaboard districts of Siberia. A large proportion of the total force of the Russian army in Manchuria will remain there after the completion of the withdrawal by the Japanese. The delay in the movements of the Russian troops may be due to the weather and the disturbances in Russia, but there is reason to believe, says a Japanese contemporary, that Russia is delaying the withdrawal pending the Russo-Chinese negotiations over the Manchurian question. —*Japan Chronicle*.

LATEST STEAMER MOVEMENTS.

The P.M. str. *Mongolia* sailed from Shanghai on the 6th inst., at 5 p.m., and may be expected to arrive here to-day, about 5 p.m.

The Ind. China str. *Kamsang*, from Calcutta and the Straits, left Singapore for this port on the 6th inst., at noon.

The Australian Live str. *Nikko Maru* left Koba via Moji and Nagasaki for this port on the 6th inst., and is expected to arrive here on the 13th inst.

The East Asiatic str. *Morge*, from Singapore, is due here on or about the 16th March.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 7th at 11.5 a.m.—The barometer has risen slightly in S. China.

The anticyclone covering China, is probably central over the Yangtze.

Gradients are easier along the coast, but continue steep over the China Sea.

Strong monsoon is indicated in the Formosa Channel, and heavy monsoon over the China Sea.

Forecast:—Moderate N.E. winds; fine.

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HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$25 per Share for the year ending 31st December, 1904, declared at the Ordinary Annual Meeting, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION and Hongkong Shareholders are requested to apply for DIVIDEND WARRANTS at the Company's Office, KING'S BUILDINGS, Connaught Road, after 10 A.M., To-morrow.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 7th March, 1906. 583

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY ANNUAL MEETING of Shareholders will be held at the CITY HALL, on MONDAY, the 12th March, at 12.15 p.m., for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 12th March, both days inclusive.

EDWARD OSBORNE,
Secretary.
Hongkong, 24th February, 1906. 584

GREEN ISLAND CEMENT CO., LTD.

NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Office of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on SATURDAY, the 24th day of March, 1906, at 11.30 o'clock A.M., when the subjoined Resolution, which was passed at an Extraordinary General Meeting held on 7th March 1906, will be submitted for confirmation.

RESOLUTION.
That the Capital of the Company be increased to \$2,000,000 by the creation and issue of 500,000 NEW SHARES of \$10 Each fully paid up to be offered at par and if accepted to be allotted to the persons constituting the Shareholders of the Company according to the Company's register of Shareholders on the First day of July, 1906, in the proportion of One New Share for every three Old Shares in the Company held by the respective Shareholders thereof, the amount payable on each of such New Shares to be paid on the 31st day of July, 1906, and that failing such allotment as aforesaid the said New Shares be disposed of by the General Managers in accordance with the Company's Articles of Association.

SHEWAN TOMES & CO.,
General Managers.

Green Island Cement Co., Ltd.
Hongkong, 7th March, 1906. 585

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship
"HAINUN,"
Captain A. J. Robson will be despatched for the above Port TO-MORROW, the 9th inst., at 11 A.M.

For Freight or Passage, apply to
DOUGLAS LAPELAK & CO.,
General Managers.
Hongkong, 8th March, 1906. 586



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
RANGOON, COLOMBO, BOMBAY,
KARACHI, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADELPHI PORTS.)

THE Company's Steamship
"PERSIA,"
will be despatched as above on MONDAY, the 2nd April, P.M.

This Steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight apply to
SANDER, WIELER & CO.,
Agents,
Princes Buildings.
Hongkong, 8th March, 1906. 587

INTIMATIONS

JUST OUT.

ARROWSMITH'S BRISTOL LIBRARY.
THE VAMPIRE NEMESIS
And other weird stories of the China Coast.
By "DOLLY" (author of "China Coasters," etc.).

PRACTISED NOVEL READERS in want of a refresh, allow the Baron to recommend you "THE VAMPIRE NEMESIS," which will hold you enthralled for just about an hour before going to bed.—London Punch.
Of Messrs. KELLY & WALSH, and J. C. LOGAN & Co., and Booksellers.
Price \$1.
Hongkong, 7th March, 1906. 574

TO THE INHABITANTS OF THE COLONY OF HONGKONG.

FREE VACCINATION.

TAKE NOTICE that VACCINATION is performed Free of Charge at the GOVERNMENT CIVIL HOSPITAL, TUNG WAH HOSPITAL, ALICE MEMORIAL HOSPITAL and NETHERSOLE HOSPITAL, on the days and at the times specified below, and that you are strongly advised to avail yourselves of this privilege and attend at one of these places with your children to be vaccinated in order to protect yourselves from Small Pox.

G. A. WOODCOCK,
Secretary, Sanitary Board.
GOVERNMENT CIVIL HOSPITAL: Every day except SUNDAY from 2 to 4 p.m.
TUNG WAH HOSPITAL: On the 1st day of the month (Chinese reckoning) and every alternate day subsequently, at 10 A.M.
ALICE MEMORIAL HOSPITAL: On Mondays and Thursdays, at 12 Noon.
NETHERSOLE HOSPITAL: On Wednesdays and Saturdays, at 11 A.M.
Hongkong, 27th February, 1906. 575

HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:

On FRIDAY, 2nd March—
From Kowloon (in conjunction with practice from Stonecutters) in a Westerly direction, at ranges up to 14,000 yards, commencing at 10 A.M., and finishing at 12 Noon.

On FRIDAY, 3rd March—
From Lyman on to land surrounding Junk Bay, at ranges up to 5,000 yards, commencing at 10 A.M., and finishing at 1 p.m.
On MONDAY, 12th March—
From Box Viet on to Mount Collins and Tiam Bay at ranges up to 8,000 yards, commencing at 10 A.M., and finishing at 1 p.m.

If the weather is unfavourable on either of the above dates, practice will take place on the following day.

All Ships, Junks and other vessels are to keep clear of the range.

Both practices will be concluded on first day if possible.

L. BARNES-LAWRENCE,
Capt. R.N., Harbour Master, &c.
Hongkong, 12th February, 1906. 581

MAGISTRACY.

IT IS HEREBY NOTIFIED that a Meeting of His Majesty's Police Magistrate and JUSTICES OF THE PEACE for the Colony will be held at the Magistracy, at 2.15 p.m. on MONDAY, the 12th March, 1906, for the purpose of considering the following application under the Liquor Licences Ordinance, 1898, viz:

To permit one JOSEPH HENRY NEW BOLD to remove the business now carried on by him under an Adjunct Licence on premises numbered 51, Des Vaux Road Central, under the sign of "THE OWL GRILL ROOM" to premises numbered 39, Des Vaux Road Central.

F. A. HAZELAND,
Police Magistrate.
Hongkong, 27th February, 1906. 582

MITSU BISHI GOSHI-KWAISHA

(MITSU BISHI CO.)
COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI,"

which applies to all Branch Offices and Hongkong and Shanghai Agencies.

A1, ABC 5th Edition, Western Union Codes used.

All Letters Addressed—
MANAGER, MITSU BISHI CO., with name of place under.

BRANCH OFFICES—
NAGASAKI, MOJI, KOBE, KARATSU and HANKOW.

AGENCIES—
SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. JEFFRIES.

MANILA: MACDONALD & CO.

CHINKIANG: GEARING & CO.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railway Sanyo, Kiushu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinmei, Namatsu and Kani-Yamato Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

Sole Agents for Kigio, Komatsu (Tagawa) and Yashiro-machi Coal (Karatsu).

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1904 by the Company amounted to 1,520,000 tons.

TAKASHIMA COAL

Now and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the EAST is now produced in abundance and can be supplied in any quantity.

Hongkong, 15th February, 1906. 1108

SANDER, WIELER & CO.,

Agents,

Hongkong, 8th March, 1906. 588

3

AUCTIONS

(BY ORDER OF THE MORTGAGEE).

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction,

On MONDAY, the 12th March, 1906, at 3 o'clock in the afternoon, at their SALES ROOMS, in Ice House Street,

IN ONE LOT
THE VALUABLE LEASEHOLD PROPERTIES,
registered in the Land Office as
INLAND LOT No. 578 and FARM LOT No. 65.

These properties comprise No. 4, SEYMOUR ROAD and a house now in course of erection known as "GLENESKIN." The total area of the above Lots is 103,450 square feet. The total Crown Rent is \$88.
Particulars and Conditions of Sale may be obtained from the undersigned.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 1st March, 1906. 528

(BY ORDER OF THE MORTGAGEE).

PARTICULARS AND CONDITIONS OF SALE

OF
VALUABLE LEASEHOLD PROPERTY,
Known as "THE METROPOLIS HOTEL,"
to be sold by

PUBLIC AUCTION,

On THURSDAY,
the 15th day of March, 1906, at 3 p.m., at his
SALE ROOM, by Mr. GEO. P. LAMBERT,
Auctioneer.

BEING all that piece or parcel of ground situate at Shaukiwan Road, Victoria, Hongkong, containing an Area of 207,900 square feet and known and registered in the Land Office as Inland Lot No. 1705. The said premises are held for the term of 999 years granted by a Crown Lease dated the 1st day of February, 1904. Subject to the payment of the Annual Crown Rent of \$475 and to the performance of the Lease's covenants in the said Crown Lease reserved and contained.
For further particulars and conditions of sale apply to

F. X. D'ALMADA & CASTRO,
Vendor's Solicitor,
or to

Mr. G. P. LAMBERT,
Auctioneer.
Hongkong, 1st March, 1906. 529

ENTERTAINMENTS

NOTICE.

UNDER the distinguished Patronage of His Excellency SIR MATTHEW NATHAN, K.C.M.G., Governor of Hongkong.

A CONCERT

will be given in the THEATRE ROYAL, CITY HALL, on SATURDAY, the 10th March, at 9 p.m., in aid of the UNION CHURCH NEW ORGAN FUND, by the following artists:

Mrs. D. E. BROWN, Mrs. GORDON, Miss HEMPHREYS, Mrs. KRUHRE, Mr. CHALMERS, Mr. GONZALEZ, Mr. JOEL, Mr. KOENIG, Mr. LEBKIE, Mr. STEWART and Mr. GRIMBLE.

Also, by kind permission of ADMIRAL BURNES, the Band of the Flagship S.M.S. "FURST BISMARCK," under Bandmaster KARL JESSER will play Four Selections.

Tickets, \$2.00 each, may be had at Messrs. LANE, CRAWFORD & Co. (Music Dept.) and WM. POWELL, LTD.; also, of Members of the Ladies' Committee of the Church, or the Undersigned.

A. MACKENZIE,
Hon. Secretary.
Hongkong, 2nd March, 1906. 541

SPAMPANI'S EUROPEAN CIRCUS.

TO-NIGHT! TO-NIGHT!

AT 9 P.M.

THE CIRCUS IS LOCATED AT CAUSEWAY BAY.

SPECIAL CARS RUNNING.

SATURDAY, THE 10th MARCH.

GRAND MATINEE

AT 3.30 P.M.

Children Admitted at Half-Price.

Plan at the ROBINSON PIANO Co.

E. SPAMPANI,
Proprietor and Director.
Hongkong, 7th March, 1906. 550

NOTICES OF FIRMS

NOTICE.

HAVING OPENED a BRANCH of our business at 11 and 12, Shueben Road, Shanghai, we have appointed Mr. EMIL FISCHER Manager, who will sign the Firm per pro.

MacEwen, FRICKEL & CO.
Hongkong, 5th March, 1906. 559

NOTICE.

MR. RICHARD HANCOCK is authorised to sign the name of our Firm per pro.

SHEWAN, TOMES & Co.
Hongkong, 26th February, 1906. 502

NOTICE.

THE WING SUN & Co. of No. 54, Queen's Road Central, Hongkong, and PUN HUI TUNG alias PUN MAN, recently of the same address, hereby give NOTICE that the said PUN HUI TUNG has this day ceased to be a PARTNER in the WING SUN COMPANY and has no longer any connection whatever with the said Firm.

Dated this 1st day of March, 1906.

WING SUN & CO.
PUN HUI TUNG.

54

RUINART PERE & FILS, REIMS.

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal).

LAURE, WEGENER & CO.,
Sole Agents.

Hongkong, 17th May, 1905. 122

5

PUBLIC COMPANIES

THE CHINA FIRE INSURANCE CO., LIMITED.

THE THIRTY-SEVENTH ORDINARY MEETING of Shareholders in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, THIS DAY (THURSDAY), 8th March, 1906, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd February to the 8th instant, both days inclusive.

By Order,
C. PEMBERTON,
Acting Secretary.

Hongkong, 8th March, 1906. 399

GEO. FENWICK & CO., LTD.

THE SEVENTEENTH ORDINARY GENERAL MEETING of Shareholders will be held in the HONGKONG HOTEL, on SATURDAY, the 10th day of March, 1906, at 11.30 A.M., for the purpose of receiving the Report of the Directors, declaring a Dividend, and electing Director and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th until 10th March, both days inclusive.

By Order of the Board of Directors,
W. G. WINTERBURN,
General Manager.

Hongkong, 3rd March, 1906. 548

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company at Queen's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 10th day of March, 1906, at 12 o'clock Noon, when the Resolutions set out below, which were passed at the Extraordinary General Meeting of the Company held on the Sixteenth day of February, 1906, will be submitted for confirmation as Special Resolutions.

By Order of the Board,
JAMES WHITTALL,
Secretary.

Hongkong, 17th February, 1906.

(1) That the Articles of Association of the Company be altered in the following manner:

The following Article shall be substituted for Article 130, namely:—
130. The Board, through its Secretary, shall make Yearly Statements of the Accounts of the Company from the 1st day of January to the 31st day of December, in each and every year, which shall be duly audited and presented to the Shareholders at each of the Ordinary Meetings of the Company, together with a Report on the general position of the Company.

(2) That the Board, through its Secretary, shall make a Statement of the Accounts of the Company as from the 1st day of May, 1905, to the 31st day of December, 1905, which shall be duly audited and presented to the Shareholders at the next Ordinary Meeting of the Company to be held during 1906 and that, inasmuch as the Accounts of the Company have already been audited and presented to the Shareholders on the 30th April, 1905, no further or other Statements of the Accounts of the Company for the year 1905 shall be called for by, or presented to, the Shareholders in respect of Article 130 as this day substituted.

430

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-THIRD ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the COMPANY'S OFFICE, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, the 14th March, 1906, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 10th March, to WEDNESDAY, the 14th March, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 17th February, 1906. 511

THE HONGKONG ROPE MANUFACTURING CO., LTD.

THE TWENTY-SECOND ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the COMPANY'S OFFICES, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, 14th March, 1906, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 10th March, to WEDNESDAY, the 14th March, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 28th February, 1906. 512

PHILIPPINE COMPANY, LIMITED.

THE THIRD ORDINARY MEETING of Shareholders in the above Company will be held at the OFFICE of Messrs. HOLLIDAY, WISE & Co., No. 100, Calle Anlogue, Manila, P.I., on THURSDAY, the 15th day of March, at 3.30 p.m., for the purpose of receiving a Statement of Accounts and Report of the Directors for the year ending 31st December, 1905.

HOLLIDAY, WISE & Co.,
Agents.
Manila, 5th March, 1906. 573

CHINA SUGAR REFINING CO., LTD.

NOTICE.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING of the Shareholders of the Company will be held at the OFFICES of the General Agents on WEDNESDAY, the 21st March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 21st March, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 28th February, 1906. 513

TO LET.

TO LET.

NO. 1, DES VEAUX VILLAS, Peak.

Nos. 5, 6 & 21, BELILIOS TERRACE.

NO. 2, DES VEAUX VILLAS, PEAK.

NO. 2, COLLEGE GARDENS.

NO. 4, ALBANY.

Nos. 6 & 7, DES VEAUX VILLAS, Peak.

"EARNSTFOOT," 30, Robinson Road.

Furnished for 6 months. With Electric Light and Fan.

"BROOKHURST," PEAK, from 1st March, 1906.

24, BELILIOS TERRACE, Corner House.

BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms. Low rental.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

WHISKIES.

CLUB No. 1	...	\$18.00 Per Doz.
ROYAL OLD HIGHLAND	...	24.00 "
J.R.D. Plain	...	11.75 "
J.R.D. ***	...	14.25 "

[38-9A]

NEWBRO'S HERPICIDE

Like the PARDON

GOING! GOING!! GONE!!!

A. S. WATSON & Co.,—HONGKONG, SPECIAL AGENTS.

"A perfect beverage, combining Strength Purity and Solubility."—Medical Annual.

van Houten's Cocoa

is

Unequalled for High Quality, Delicious Flavour & Digestibility.

BEST & GOES FARTHEST.

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1964, 417,161,239.

I. AUTHORIZED CAPITAL... £3,000,000
 SUBSCRIBED CAPITAL... 2,750,000
 PAID-UP CAPITAL... 687,500 0 0
 II. FUND FUNDS... 3,001,266 12 9

The undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 30th June, 1965. 11567

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

The undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1967. 113

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

The undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO., Agents.

Hongkong, 1st January, 1964. 29

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted to receive and deliver perishable goods.

Wm. PARLANE, Manager.

Hongkong, 18th November, 1961. 147

MARTIN'S APIOL & STEEL PILLS

A French Remedy for all irregularities. Thousands of ladies keep a box of Martin's Pills in their homes as a first aid to any irregularity of the system. They are very effective and safe. All ailments of the system are cured. Write to MARTIN, 10, rue de Valenciennes, PARIS.

ON SALE. RATES OF EXCHANGE AT HONGKONG

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

for Demand Drafts on London on the day of or preceding the Departure of the English Mails also Table of Yearly Approximate Averages FOR 31 YEARS.

FROM 1874 TO 1904.

Price 82 Cash. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers. Hongkong, 11th May, 1965.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTON'S KOWLOON STORE, No. 36, Elgin Road and Mr. AH YAU'S FERRY WEAR STALL.

Hongkong, 22nd December, 1963.

For Nervous Exhaustion

CHAPOTEAU'S Phosphoglycerate OF LIME

The modern restoration of the nervous system. For nervousness, professional men, teachers, students, etc. and in debility, sexual losses, dyspepsia of nervous origin and insomnia. It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAU)

PHOSPHOGLYCERATE WINE (CHAPOTEAU)

PHOSPHOGLYCERATE CAPSULES (CHAPOTEAU)

6, rue Vivienne, PARIS-FRANCE

1011

SCIENTIFIC MISCELLANY.

A LITTLE PLANET THAT STRUCK THE EARTH—STONEGONGS—FUTURE FUEL—MATERIALS NOT EASILY MELTED—THE COMING FALL—A PLANET BEYOND SEPTUAGINTA—FOOD FOR OUR DESCENDANTS—BLIND-TIGHT ANAESTHESIA—SYMPATHETIC PENDULUMS.

For a quarter of a century museums and collectors throughout the world have eagerly sought specimens of the meteoric iron from Canton Diablo, in northern Arizona. This iron has become famous from the number and size of the fragments, from the minute diamonds found in some pieces, and from peculiarities of the locality. It now appears, from the recent work of Messrs. D. Barringer and B. C. Tilghman, that the crater of Coon Mountain, or Coon Butte, must have been produced by collision with the earth of the very large meteorite, or possibly small asteroid, which these fragments represent. The investigations have shown that the formation of the crater and the deposition of the meteoric material were simultaneous, that meteoric material has been found 500 feet below the surface of the crater's centre, and that sand-stones supposed to be in place exists at a depth of less than 1,000 feet. The crater had been previously attributed to volcanic steam explosion.

Some fine specimens of Chinese sounding stones have been described by a late visitor at Chifu, the birthplace and burial-place of Confucius. An immense dish of stone rang with the bell-like tones of bronze on being struck with a stick, two pillars gave out a musical note on being struck at any point, and a large tablet—three by five feet in area and six inches thick—emitted a note varying with the point struck. These "stone gongs" are found throughout the country, having been known for centuries. The material is a greyish calcic limestone, and it is said to come only from occasional veins at a quarry a few miles from Chifu.

Peat covers one-seventh of Ireland, sometimes reaching a depth of 50 feet; the United Kingdom has 6,000,000 acres, of an average depth of 12 feet; Germany's peat covers 11,000 square miles; and Scandinavia's supply is thought to equal 3,000 million tons of coal.

The extreme temperatures necessary in modern industries have developed a new kind of engineering work in the selection of materials that are adapted for containing vessels and utensils by their resistance to both heat and chemical action. Reviewing the refractory substances available, Marie-Auguste Morel, a French engineer, finds carbon in the form of graphite to be especially valuable, as it resists almost all temperatures, but it unites chemically with iron and cannot be used in work with that metal. Pure silica is very useful, though it softens in the oxyhydrogen flame and unites with alkalis. More resistant still is alumina, which fails only in the electric furnace, and resists all such corrosive actions as oxide of iron, to which silica yields. Chalk, though very subject to chemical action, withstands heat wonderfully. Magnesia, titan acid and iron oxide are other simple natural compounds, but the electric furnace is producing many complex manufactured materials like carborundum—that are taking their place for practical purposes. In working with great heat the electric furnace offers an enormous advantage, as the intensest heating is internal, and substances can be acted upon by temperatures that would destroy the crucible walls if applied from the outside.

Electric light baths will soon displace Turkish baths, in the opinion of H. J. Dowling, the English electrician. They have none of the disadvantages of the latter, but act as a tonic, and lack most of the harmful rays of sunlight. They may be used at pleasure. The combined electric heat and light treatment, applied under medical supervision, is proving of great value in certain diseased conditions, and also promises to become popular.

The probable existence of a large planet beyond Neptune was pointed out by Prof. Geo. Forbes a quarter of a century ago. His theory was based on the orbits of comets, but he has since noted perturbations of Neptune that seem likely in a few years to give a good idea of the position of this unknown body.

Even if the world should not be fed on chemical products, there is every reason to believe that the food of a few generations hence will differ greatly from that of today. As population grows we shall doubtless tend to become vegetarians, for it has been found that 22 acres of land are necessary to sustain one man on fresh meat, but that 42 people can be fed from the same area devoted to wheat. One prophecy is that the time is approaching when the human race will live chiefly on the fruit of trees. Humboldt estimated that an acre banana plantation will feed 25 human beings, while a potato field of the same size would support only two, and a wheat farm only one, and he further discovered that a grove of full-grown chestnut trees will yield six times as much nourishment per acre as any cereal crop. With the reclaiming of date palms, bananas and other fruit trees will result in a vast new supply of palatable and nutritious food.

Coloured light rays have been shown by Prof. Richard, of Geneva, to have varied physiological effects which may become important in surgery as well as medicine. The red acts as an excitant and irritant, and is known to have effect in small-pox and other eruptions; the yellow seems to have a depressing action; and the blue calms and soothes the nerve centres to such a degree as to serve as an anaesthetic for many persons. Dr. Millard, of London, has reported successful anaesthesia in twenty cases and failure in eight. The patient looks steadily at an incandescent light with blue bulb placed ten inches away, and becomes unconscious in a few minutes.

Two weights suspended from a bar form a London scientific novelty. When one weight is pulled down and released, it vibrates up and down for a little time, when it suddenly stops and the second weight begins to bob up and down. This soon stops, the first then resuming its motion.

THE BRITISH PARLIAMENT.

THE KING'S SPEECH.

Telegrams to Rangoon give the following report of the King's Speech at the opening of the new Parliament.

His Majesty, after referring to the lamented death of King Christian, said:—"The Prince and Princess of Wales are visiting as many portions of my vast Indian Empire as time admits, and their reception by all classes has been most gratifying to me and I trust the visit will tend to strengthen among my Indian subjects loyalty to the Crown and attachment to this country."

"My relations with foreign powers continue to be friendly. I rejoice that the war between Russia and Japan has resulted in an honourable peace."

His Majesty then mentions without comment the conclusion of the new Anglo-Japanese agreement, and earnestly hopes that the negotiations proceeding at Algiers will be conducive to the maintenance of the peace of all nations.

The Speech then records briefly the accession of King Haakon and Queen Maud to the Throne of Norway, and the appointment of Reform Commissioners in Creta.

His Majesty trusts that the International Financial Commission will lead to salutary reforms in Macedonia.

Papers will be laid on the table of the House concerning Indian Army administration.

It has been decided to order a new Constitution with responsible government in the Transvaal to be drawn up. This will delay the elections in the Transvaal for a few months beyond July. Meanwhile no further licenses for the importation of Chinese will be issued. Responsible government will also be granted in Orange. "My earnest hope," says the Speech, "is that the grant of free institutions will be followed by an increase of prosperity and loyalty to the Empire."

The Colonial Conference is postponed to early in 1907.

The imports and exports continue to show a steady and accelerating increase, and together with the growing activity of home trade indicate that British industries are in a sound and progressive condition.

His Majesty then calls attention to the growing national expenditure. Ministers are considering plans for effecting economies.

With regard to the government of Ireland, they are introducing therein means for associating the people with the conduct of affairs. "My desire is that the government of the country in reliance on the ordinary law will be carried out in a spirit of goodwill and the wishes and sentiments of the Irish people."

Measures are being considered with the aim of re-attracting people to the land.

The Speech then announces bills to amend education, dealing with trade disputes, amending workmen's compensation, equalising rates in the Metropolis and amending the Unemployed Act.

THE DEBATE.

Mr. Chamberlain followed the mover and second of the Address at the request of Mr. Balfour and paid a tribute to his leadership of the House. He pointed out that the Government majority in the House was disproportionate to their majority in the country and nearly half was behind the Opposition. He dealt lengthily and vigorously with the Transvaal Constitution and the Chinese labour question and rejected at the conclusion and entire success of the visit to India of the Prince and Princess of Wales.

Sir Henry Campbell-Bannerman announced that Chinese in the Transvaal desirous of returning home would not be detained against their will and the Imperial Government would provide funds to repatriate them. Government also disavows the judicial punitive methods sanctioned by the recent amending of the Ordinance.

Mr. Chamberlain in the House of Commons and Lord Lansdowne in the House of Lords challenged the Government to express their views concerning the lying about Chinese slavery in the election posters.

Earl Grey denied that the election has been won by misrepresentations regarding Chinese labour.

Sir Henry Campbell-Bannerman reiterated that the condition of Chinese labour was servile and cruel. Sir Henry Campbell-Bannerman further said the Imperial Government should provide funds to repatriate the Chinese and should not allow the expense incurred if the colonies were unable to do so.

Lord Ripon, in the House of Lords, said Government accepted the Anglo-Japanese treaty in the spirit in which it was made, and firmly intended to strictly and readily carry out its obligations. We are proud, he said, of any connection with a gallant nation like Japan.

ANGLO-JAPANESE ALLIANCE.

BRITISH OFFICERS FOR JAPAN AND JAPANESE OFFICERS FOR INDIA.

An interesting development of the Anglo-Japanese treaty is the *Tribune* understands, about to take place. By arrangement a number of Japanese military officers will shortly arrive in India for the purpose of being attached to the Indian Army in order to study the whole military organisation of British India, and especially the problem of the defence of the North-West frontier. They will be distributed among the various district commands, and will remain for twelve months—a period which may afterwards be extended by common consent.

Roster's Agency understands that arrangements have been completed whereby four officers of the British Army and three of the Indian Army shall proceed annually to Japan in order to study the language, and to be attached to the Japanese Army. These officers will remain in Japan two years. The first year will be spent in studying the language, while during the second the officers will be attached to Japanese regiments and carry out ordinary regimental duties.

The above scheme is, of course, wholly distinct from that recently put forward, whereby a number of officers from the Australian, Canadian, and other Colonial forces would proceed to India for service with the native army, while Indian officers would be attached to various Colonial forces.

VISITORS AT HOTELS.

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Mr. K. Anderson	Mr. and Mrs. H. H. Humphreys
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Mrs. H. C. Hard	Mr. J. M. Robb
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Mr. T. Harrison Hughes	Mr. W. A. Smith
Mr. J. Owen Hughes	Mr. O. Stanger
Mrs. Jackson & child	Mr. G. P. Storey
Mr. and Mrs. J. E. Jamieson	Mr. C. H. Unbehauen
Mr. B. E. Johnston	Master Allen Wood
Mr. and Mrs. E. S. Joseph	Mr. and Mrs. L. A. Wood
Mr. J. G. D. Knight	Miss Pauline Wood
Mr. H. Lassen	Mr. and Mrs. F. B. Wood
Mr. Geo. Lean	

PASSENGERS EXPECTED.

Per P. & O. steamer <i>Marmora</i> , connecting with the steamer <i>Oceana</i> , at Colombo.—From London, Feb. 2.—Mr. and Mrs. Pansbury, Mrs. and Miss Bone, Mr. P. Nye, Bishop Walden, Lieut. W. S. C. Haulley, Dr. and Mrs. E. Fanning, Mr. H. E. Young, Capt. T. Baker, Dr. T. A. McTear, Miss A. Farland, Com. H. W. Colomb, Mr. H. C. Sandford, Mr. J. W. Adams, From Marselles, Feb. 9.—To Hongkong: Mr. and Mrs. Gough-Calthorpe, the Right Rev. the Bishop of Victoria, Mrs. Hoare, Dr. H. McDougall, Mr. and Mrs. R. Lawrence, Rev. A. J. Stevens, Miss H. Bryant, Mr. C. Lethbridge, From Brindisi, Feb. 11.—Mr. H. W. Rigg, Mr. H. W. Williams, From Colombo, Mr. and Mrs. J. Hader, Messrs. Hewlett (2), Mr. and Mrs. Parsons, Mr. Lange, Mr. G. Vickers, Mr. and Mrs. Lowland, Mr. W. Clark, Mr. and Mrs. Layton, Captain L. Martinotti, Miss M. L. Sutherland, Miss M. B. Sutherland, Mr. and Mrs. P. G. Barr, Mr. J. Blair, Mr. H. L. Foster, Mr. C. G. Macawley, Rev. J. J. Good, Lieut. Col. Sanders, Mr. E. G. Dobson, Mr. and Mrs. W. R. Kersay, Miss Mullins, Mr. F. J. W. Hunter, Mr. B. P. Dobson, Mrs. Macgregor and child, Mr. Platin, Mr. and Mrs. K. R. Vaughan-Morgan, Miss Collett.	
Per P. & O. steamer <i>Manila</i> , from London, Feb. 17.—Mr. and Mrs. C. M. Hentley, Capt. W. G. Blanford.	
Per P. & O. steamer <i>Devonia</i> , from London, March 1.—Mr. and Mrs. C. W. Dixon, Dr. and Mrs. Atkinson, From Colombo—Sir E. and Lady Cameron.	
Per P. & O. steamer <i>Himalaya</i> , connecting with the steamer <i>Devonia</i> at Colombo. From London, March 2.—Mr. and Mrs. J. Harris, Capt. G. Badham-Thornhill, From Marselles, March 9.—Mr. Burton, Mr. and Mrs. C. D. Dixon, From Port Said—Miss Lane, Miss Robinson, Miss Wicard, From Colombo.—Mrs. Robinson, Mr. Harrow, Mr. Bruggemeyer, Mr. Schutze, Mr. Yates, Mr. McArthur, Miss Williamson, Mr. C. W. Roberts, Mr. J. H. Miller, Mrs. W. P. Taylor, Mrs. M. E. Burney, Miss J. C. Brown, Mr. J. H. Harcourt, Miss E. H. Glendinning, Mr. G. Harcourt, Mr. T. W. Williams, Mr. and Mrs. A. W. Strauss.	
Per Imperial German Mail <i>Prinz Regent Luitpold</i> , from Southampton Feb. 6.—Dr. J. H. and Mrs. Lowry and family. From Genoa Feb. 14.—Mr. F. Bennett.	

SHIPPING IN PORT.

STEAMERS.

AMARA, British steamer, 1,566, C. J. Mattock, 3rd March—Wuhu and Chinkiang 25th Feb. General.—Jardine, Matheson & Co.

AMERICA MARU, Japanese str., 3,460, Philip Goring, 27th Feb.—San Francisco via ports 29th Jan. General.—Toyo Kisen Kaisha.

APENNADE, German str., 611, Jurgensen, 3rd March—Pakhoi 1st March, General.—Jebson & Co.

AUSTALIAN, British steamer, 2,338, W. G. McArthur, 5th March—Australia via Manila 3rd March, General.—Gibb, Livingston & Co.

BINTUHAN, French steamer, 2,000, Ribaut, 19th February—Wakamatsu 7th February, General.—Bradley & Co.

BORNEO, German str., 1,344, F. Semblil, 27th February—Sandakan 22nd Feb. Timber and General.—Melchers & Co.

BOURBON, French str., 800, Le Bail, 6th March—Saigon 28th Feb. General.—Chinese.

BRUNSWICK, German str., 965, Ipsen, 17th February—Chinkiang 11th Feb. General.—Sander, Wier & Co.

CHOSAKO, British str., 1,242, T. W. Selby, 6th March—Shanghai via Swatow 2nd March, General.—Jardine, Matheson & Co.

CITY OF BIRMINGHAM, British str., 147, Watson, Pulo Canton via Toulon 19th January. J. W. Jamieson.

DERABORN, Norwegian str., 1,495, Olaf Scherwig, 5th Feb.—Mojji 30th Jan. Coal and General.—Chinese.

DR. H. J. KLAER, Norw. str., 691, H. E. Larsen, 14th Dec.—Hollo 14th Dec. Sugar.—Agard, Thomsen & Co.

ELISABETH RICKMERS, German steamer, 997, W. Botefuhr, 3rd March—Kolschlag and Bangkok 24th Feb. Rice.—Melchers & Co.

FRITZJOF, Norw. str., 891, H. A. Haraldsen, 4th Mar.—Anping, Amoy and Swatow 3rd March, General.—Osaka Shosen Kaisha.

GENERAL PAUL, Dutch str., 800, P. Pousson, 5th March—Muntok via Pakhoi and Hoihow 31st Feb. Wood and Coals.—Java-China-Japan Line.

GERMANIA, German str., 1,714, J. Petersen, 22nd Feb.—Saigon 17th February, Rice.—Jebson & Co.

HANS WAGNER, German str., 865, Haysmann, 3rd Feb.—Swatow 2nd Feb. Ballast.—Lauts, Wegener & Co.

HEBE, Norwegian str., 1,433, S. Pedersen, 13th Feb.—Chinkiang 7th February, General.—Sander, Wier & Co.

HUNAN, British str., 1,142, Parnett, 1st March—Wuhu and Chinkiang 25th Feb. General.—Butterfield & Swire.

HYDRA, British str., 2,645, J. B. Kent, 16th Jan.—Mojji 10th January, Coal.—Bradley & Co.

KAMOT, French str., 412, Dr. Cello, 3rd March.—Hollo 25th February, General.—Chinese.

KANBU, British str., 1,142, Brown, 28th Feb.—Amoy 27th Feb. Coal.—Butterfield & Swire.

KNIVBERG, German str., 647, G. Sehliskier, 5th March—Hollo 28th February, Sugar.—Order.

KUTSANG, British str., 3,100, R. P. D. Bradley, 26th February—Singapore 20th February, General.—Jardine, Matheson & Co.

KWANGTAI, Chinese str., 1,336, Wm. H. Lunt, 6th March—Shanghai 3rd March, General.—Chinese.

LIGHTNING, British str., 2,122, J. G. Spruce, 6th March—Calcutta via Straits 17th Feb. General.—David Sassoon & Co.

General.—Jardine, Matheson & Co.

LISA, Swedish str., 1,777, H. Nordahl, 1st March—Chinkiang 24th Feb. General.—Sander, Wier & Co.

LOONGSANG, German str., 1,245, Kalkofen, 28th Feb.—Chinkiang 24th Feb. General.—Siemssen & Co.

LOONGSANG, British str., 1,662, A. F. Sandbach, 5th March—Manila 2nd March, General.—Jardine, Matheson & Co.

MADREIRA RICKMERS, German str., 1,856, S. Simonen, 2nd March—Bangkok 20th Feb. Rice.—Butterfield & Swire.

MAH VAIKUNTH, Dutch str., 617, C. A. W. Rhee, 4th March—Muntok via Pakhoi and Hoihow 19th Feb. Sugar.—Java-China-Japan Line.

MAIDUTU MARU, Japanese str., 1,999, K. Fukushima, 4th March—Kobe 24th Feb. Matches.—Osaka Shosen Kaisha.

MARIA JENSEN, German str., 1,169, Petersen, 5th March—Hongay 2nd March, Coal.—Jebson & Co.

MEYFORD, Chinese str., 1,339, A. A. Crawford, 2nd March—Shanghai 27th Feb. General.—Chinese.

MERCEDES, British str., 4,900, J. S. MacGregor, 8th Feb.—Pulo Condore Island 3rd Feb.

MINNESOTA, Am. str., 20,718, John H. Rinder, 6th March—Seattle 1st Feb. and Shanghai 3rd March—4th March, General.—Nippon Yusen Kaisha.

PETERARCH, British str., 1,252, R. Hatje, 25th Feb.—Sourabaya 8th February, Sugar.—Sander, Wier & Co.

PROGRESS, German str., 637, Ahren, 22nd Feb.—Mojji 16th Feb. Ballast.—Hamburg—Amerika Linie.

REIN, Norwegian str., 726, N. C. Mathisen, 4th March—Saigon 25th March, General.—Order.

SEMINOLE, British str., 3,796, Jas. Whyte, 6th March—Calcutta and Singapore 27th Feb.

General.—Standard Oil Co.

SHATHIEHAN, British str., 1,065, J. H. Scott, 4th March—Saigon 26th Feb. Rice.—Chinese.

SIGNAL, German str., 900, C. Hansi, 5th March—Haiphong 2nd March, General.—Jebson & Co.

SUNGKIANG, British str., 987, Pennefather, 6th March—Hollo 2nd March, General.—Butterfield & Swire.

TENNY, German str., 690, Bethmann, 24th Feb.—Vladivostok 16th February—Carlowitz & Co.

TRIUMPH, German str., 796, A. Hansen, 4th March—Hongay 28th Feb. Coal.—Order.

TUNGSHING, British str., 1,172, Stalker, 4th March—Chinkiang 28th Feb. Rice.—Jardine, Matheson & Co.

WOOLWICH, British str., 1,843, A. Stoker, 27th Feb.—Tokohama 18th Feb.—Dowdell & Co.

ZAFIR, British str., 1,618, R. Rodger, 5th March.—Manila 2nd March, General.—Shearer, Jones & Co.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO. LD.

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FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
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AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"TERENKAI"	On 8th March.
GLASGOW and LIVERPOOL	"KEEMUN"	On 18th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 20th March.
GLASGOW and LIVERPOOL	"KINTUCK"	On 24th March.
GLASGOW and LIVERPOOL	"BELLEROPHON"	On 28th March.
GLASGOW and LIVERPOOL	"CALCHAS"	On 4th April.
GLASGOW and LIVERPOOL	"MOYUNE"	On 11th April.
GLASGOW and LIVERPOOL	"FEUCER"	On 14th April.
GLASGOW and LIVERPOOL	"DARDANUS"	On 18th April.
GLASGOW and LIVERPOOL	"HECTOR"	On 21st April.
GLASGOW and LIVERPOOL	"JASON"	On 25th April.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 13th March.
AMSTERDAM, LONDON and ANTWERP	"PELEUS"	On 20th March.
AMSTERDAM, LONDON and ANTWERP	"TELMACHUS"	On 27th March.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 10th April.
AMSTERDAM, LONDON and ANTWERP	"MACHAON"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"TERENKAI"	On 24th April.
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 8th May.
AMSTERDAM, LONDON and ANTWERP	"HECTOR"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 22nd May.

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COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST	"KEEMUN"	On 21st March.
NAGASAKI, KOBE and YOKO	"FEUCER"	On 18th April.
HAMA	"TYDEUS"	On 16th May.

WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TELMACHUS"	On 25th March.
	"NINGCHOW"	On 25th April.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [9-10]

Hongkong, 5th March, 1906.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	DATE
NEWCHWANG	"HUMAN"	On 9th March.
AMOI, MANILA and ILOILO	"SUNGKIANG"	On 9th March.
SHANGHAI	"KIUKTANG"	On 10th March.
MANILA	"TEAN"	On 13th March.

FROM	STEAMERS	DATE
WIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TONSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 26th March.
KOBE	"CHINGTU"	On 2nd April.

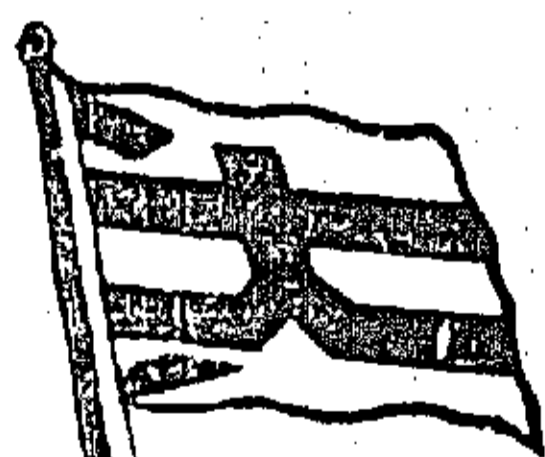
* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

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For Freight or Passage, apply to—
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Hongkong, 8th March, 1906.



OSAKA SHOSEN KAISHA.

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AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSAI VIA SWATOW	"DALIN MARU"	SUNDAY, 11th Mar., at 10 A.M.
SHANGHAI VIA SWATOW	"ANPING MARU"	About SATURDAY, 10th Mar., at 10 A.M.
AMOI AND POCHOW	"K. KOBAYASHI"	THURSDAY, 15th Mar., at 10 A.M.
SHANGHAI VIA SWATOW	"SHOSHU MARU"	at 10 A.M.
AMOI AND POCHOW	T. Nemoto	at 10 A.M.

* These Steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.

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‡ For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.

Hongkong, 24th February, 1906. T. ARIMA, Manager. [14]



HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the IONIAN, BLACK SEA and BALIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
TEUTONIA	HAMBURG (Calling at Singapore)	On 14th Mar. Freight.
LIBERIA	HAMBURG (Calling at Singapore)	On 16th Mar. Freight.
SAKONIA	HAMBURG (Calling at Singapore)	On 19th Mar. Freight.
SILESIA	HAMBURG (Calling at Singapore, Penang and Colombo)	On 31st Mar. Freight & Passengers.
SENEGAMBIA	HAMBURG (Calling at Singapore, Penang and Colombo)	On 18th April. Freight.
SEGOVIA	HAMBURG (Calling at Singapore, Penang and Colombo)	On 2nd May. Freight.
C. FERD. LAETZ	HAMBURG (Calling at Singapore, Penang and Colombo)	On 16th May. Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by electricity. Duly qualified doctor and stewardess are carried.

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STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINCESS ALICE	WEDNESDAY 14th March
PRINZ REGENT LUITPOLD	WEDNESDAY 28th March
PRINZ EITEL FRIEDRICH	WEDNESDAY 11th April
SACHSEN	WEDNESDAY 25th April
PRINZ HEINRICH	WEDNESDAY 9th May
ROON	WEDNESDAY 23rd May

ON WEDNESDAY, the 14th day of MARCH, 1906, at Noon, the Steamship "PRINCESS ALICE," Captain Ch. Polack, with MALES, PASSENGERS, SPECIAL, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 12th March. Cargo and Special will be received at the Agency's Office until Noon, on TUESDAY, the 13th March. Parcels will be received at the Agency's Office until 5 P.M. on TUESDAY, the 13th March, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	261 0 0	242 0 0	222 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

TO NEW YORK VIA SUEZ	1st Class	2nd Class	3rd Class
VIA NAPLES, GENOA OR GIBRALTAR	64 0 0	44 0 0	26 0 0
return	115 0 0	79 0 0	47 0 0
VIA BREMEN OR SOUTHAMPTON	68 0 0	48 0 0	27 0 0
return	123 0 0	83 0 0	49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERURSION OF THE VOYAGE IN EUROPE: Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

STEAMERS	SAILING DATES
PRINZ WALDEMAR	TUESDAY, 3rd April.
PRINZ SIGISMUND	TUESDAY, 1st May.

ON TUESDAY, the 3rd APRIL, at Noon, the Steamship "PRINZ WALDEMAR," Captain Woltemas, with Males, Passengers and Cargo, will leave this port as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$50.—	\$30.—	\$20.—
return	\$80.—	\$50.—	\$30.—
TO NEW GUINEA	\$18.10	\$14.00	\$10.—
return	\$42.—	\$27.15	\$18.—
TO BRISBANE	\$30.—	\$20.—	\$14.—
return	\$54.—	\$36.—	\$24.—
TO SYDNEY	\$33.—	\$23.—	\$15.—
return	\$59.10	\$41.10	\$27.10
TO MELBOURNE	\$34.10	\$24.10	\$16.—
return	\$62.5	\$42.5	\$28.5
TO YOKOHAMA	\$50.00	\$30.00	\$20.00
return	\$100.00	\$60.00	\$40.00
TO KORE	\$55.00	\$35.00	\$25.00
return	\$110.00	\$70.00	\$50.00

TO YOKOHAMA and back from KOBE \$140.00 \$100.00
TO HONGKONG... \$140.00 \$100.00
THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class \$97. 0. 0. 2nd Class \$66. 0. 0. 3rd Class \$44. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA... \$96. 0. 0.
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

STEAMERS	SAILING DATES
YOKOHAMA and KOBE	PRINZ WALDEMAR ... Wednesday, 14th March.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ REGENT LUITPOLD ... Wednesday, 14th March.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH ... Wednesday, 28th March.

* Reaching Yokohama in less than six days.
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—
To London via Plymouth or Southampton 282. 0. 0.
To Bremen 63. 10. 0.
To Paris via Cherbourg 65. 0. 0.
To Naples, Genoa via Gibraltar 65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELOHRS & CO., AGENTS.
Ho kong, 1st February, 1906. 5

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWROAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	On 6th April.
SHAWMUT	9,606	E. V. Roberts	On 28th April.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
Queen's Buildings, Hongkong, 22nd February, 1906. [7]

A. LING & CO.,
FURNITURE STORE,
PLATED GLASS AND CROCKERY
WARE, &c., &c., and FOOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL
Hongkong, 21st September, 1903. [2355]

SURGEON DENTIST,
No. 10, D'AGUIAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. 2174

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"LIGHTNING,"
Captain J. G. Spence, will be despatched for the
above Ports on TUESDAY, the 13th inst., at
3 P.M.

For Freight, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 7th March, 1906. [577]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship
"BENVORLICH,"
Captain Thomson, will be despatched as above
on or about the 15th March.

To be followed by s.s.
"BENZEDI."

About the 25th March.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 28th February, 1906. 516

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong
and South American ports.

THE Company's Chartered Steamship
"GLENFARG,"
5,600 tons, will be despatched for CALLAO
(Peru) on or about 10th April, 1906, at Noon.

For further information as to Freight and
Passage apply to
K. MATSUDA,
YOKO BUILDING,
Hongkong, 1st March, 1906. [531]

NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY,
LIMITED.

CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 3rd inst.

Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M. on the 5th inst.

No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 8th inst.
will be subject to rent.

All Claims against the Steamer must be
presented to the undersigned on or before the
12th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st March, 1906. [9-10]

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"BAYERN,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Company,
Limited, Kowloon, whence delivery may be
obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.
To-day.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 10th instant, will be subject
to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on Saturday, the 10th instant,
at 9.30 A.M.

All Claims must reach us before the 15th
instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.
Hongkong, 4th March, 1906. [5]

S.S. "TONKIN."

COMPAGNIE DES MESSEAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s.
"Nada," from Havre ex s.s. "Cordogan,"
from Bordeaux ex s.s. "Frederic and Morel,"
in connection with above Steamers, are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Company,
Limited, Kowloon, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 3 P.M. To-day, requesting it to be landed
here.

Bills of Lading will be countersigned by the
undersigned. Goods remaining undelivered
after Monday, the 12th March, at Noon,
will be subject to rent and landing charges.

All claims must be sent in to me on or before
12th March, or they will not be recognised.

All damaged packages will be examined on
Monday, the 12th March, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 5th March, 1906. [2]

S.S. "AUSTRALIAN,"
GENERAL AVERAGE.

THE above-named steamer having arrived
at this Port, Consignees are hereby
requested to pay an average deposit of 10%
and sign the Customary Average Bond at the
Office of the undersigned before delivery of
Cargo can be obtained.

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 6th March, 1906. 568

NOTICES TO CONSIGNEES

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "AFGHAN PRINCE,"
FROM NEW YORK.

CONSIGNEES of Cargo by the above-named
vessel are hereby informed that all Goods
are being landed at their risk into the
hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Ltd., Kowloon, whence
delivery may be obtained.

